

THE RAILROAD SPOTTERS.

THE SECRET SERVICE THAT ONE BIG SYSTEM MAINTAINS.

Members of It Is Every Department From Yardmen Up—Curious Complications When Spotters Unknown to One Another Cross Lines.

"Probably the most perfect spotter system achieved by any private corporation," says S. H. Adams in Alm's, "is that of the big eastern railroads, which is a sort of extension of the secret service system of some of the eastern governments, though by no means so complex.

"It is farreaching and so direct, however, that it is hard to understand how it can be kept constantly informed of the trend of affairs and the changes of sentiment among the employees of every division and subdivision of the whole railway system; and that without the knowledge of any other persons but the special corps of clerks and secretaries.

"Nobody but himself knows the entire personnel of the wonderful service that he has perfected. His agents are spread from every inch of the road's open space. They are engineers, freight breakmen, passenger trainmen, conductors, signalmen, yardmen, station agents, track walkers and even division officials. Should that road have a strike—of strikes are far less likely to occur than they were before the present system was put into operation—the president will get detailed warnings of it from all the storm centers long before the first muttering and cautious utterance in the newspapers.

"It also acts as a defense against thefts by employees; this system is intended primarily to prepare, so to speak, a diary of the disposition, character, working efficiency and sentiment of every man in the men who constitute the vast human multitude of the corporation. The feeling which culminates in a general strike is not the result of one act alone, but a slow growth made up of many grievances, real or fancied.

"The last trick of the shifting mental attitude of his employees is the aim of this railroad president. If a certain division superintendent has made himself unpopular with his subordinates, information to that effect comes by underhand to the central office, and the master is taken into his confidence. The increased revenues will come with development, and that are indications of that all over the town. An amendment to the town charter permitting the election by the people of a Board of Excise, to have sole jurisdiction of the question of tavern and saloon licenses, would tend to make the town a much more beneficial form of government than it is at present in this town.

The Canal, in dealing with the subject of canal abandonment, is apparently forming an opinion to square with what it thinks is the opinion of the majority of people throughout the State. The Canal views the matter from a sentimental standpoint, which is its weakest side.

The Canal Bill. The Sunday Call charges the Lehigh Valley Railroad Company with an intention of trying to get a huge "steal" through the incoming Legislature in the form of a canal abandonment Bill. The Call says:

"The bill to give the property held in trust by the Morris Canal Company to the Lehigh Valley Railroad will be pressed to final passage by the Legislature to meet in January. The value of the property which the Lehigh Valley Company seeks to have appropriated by the State for its own benefit is several millions; just how many we cannot tell. It includes riparian lands of vast value, the city of Phillipsburg, the town of New Jersey, the Poth River, the town of Easton, the Lehigh River, the town of Allentown, and other bodies of water, which are important financially and as privileges, and which are even now being sold for the water storage rights. Their value may be gauged by the fact that the East Jersey Water Company paid \$2,500,000 for part of the company.

"Where so many invisible lines radiate from the same office it is inevitable that some of them should cross. Curious complications result from the secret service spotters as unknown to each other as they are to those whom they watch.

"Several years ago at a time of general strike, a certain railroad was in possession of the March of the Miners, and the Banking Company, of which the Lehigh Valley Company owned nearly all the stock. In fact, it is a property held in trust. When the canal was constructed New York had set an example of State ownership in the Erie Canal. New Jersey had already adopted the corporation idea, but so strong was the public demand for State control, and so universal was the belief that the franchise was of great value, that while the State granted the incorporators of the canal a liberal charter, it made a proviso that the property should revert to the State eventually, and if the canal should be abandoned, the property would be sold.

"This was true. Matters had so shaped themselves that the man accused had to appear as a radical in order to gain admittance to inner circles where the important questions would be decided. To the great grief of the authorities they were obliged to transfer him. Had they not done so, the suspicions of the men who make the reports would have been aroused. That spotters should know each other as well as the State's. The understanding was considered as a safe light at the time, and the canal plan was regarded distinctly as a public enterprise for the common good, with the public interests adequately protected.

"When the railroad bought the canal

THIRD-CLASS CITIES.
Continued from page 1.

An Ancient Foe

Health and happiness is Scrofula—as ugly as ever since time immemorial. It causes bunches in the neck, disfigures the skin, inflames the mucous membrane, wastes the muscles, weakens the bones, reduces the power of resistance to disease and the capacity for recovery, and develops into consumption.

"It has appeared on the left side of my neck, when a pain was lancet, and became a running sore. I went into a doctor's office, and he said, 'It is Hood's Sarsaparilla, and when I had taken six bottles my neck was healed, and I have no more trouble with it.' Mrs. K. T. Stryker, Troy, Ohio.

Hood's Sarsaparilla and Pills
will rid you of it, radically and permanently, as they have rid thousands.

Cordially yours,

MARCELLUS OAKLEY."

The third-class city form of government is a degree higher than town government, and is the most difficult to maintain. It is hard to keep constantly informed of the trend of affairs and the changes of sentiment among the employees of every division and subdivision of the whole railway system; and that without the knowledge of any other persons but the special corps of clerks and secretaries.

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"When the railroad bought the canal

NOTICE.

THE FOLLOWING IS A COPY OF A PENSION RECEIVED BY THE TOWNS COUNCIL OF THE TOWNS OF BLOOMFIELD.

To the Council of the Town of Bloomfield:

In the County of Essex:

The following is a copy of a pension received by the town of Bloomfield, being a pension to the widow of a soldier who served in the Civil War.

The pension is to be paid to the widow of a soldier who served in the Civil War.

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